

Ideas to make  
RRoad Station pay -  
& Museum  
Tax free status for 5 yrs -

Have many toys available to sell  
stressing the Railway story.

H.O. guage

Regular guage

Golden Books on

The little engine that could

The sleepy Caboose

Newspapers on RR.

Books on all such RR in U.S.

Toy hand cars.

Museum admission to Engines.

Mallet at airport -

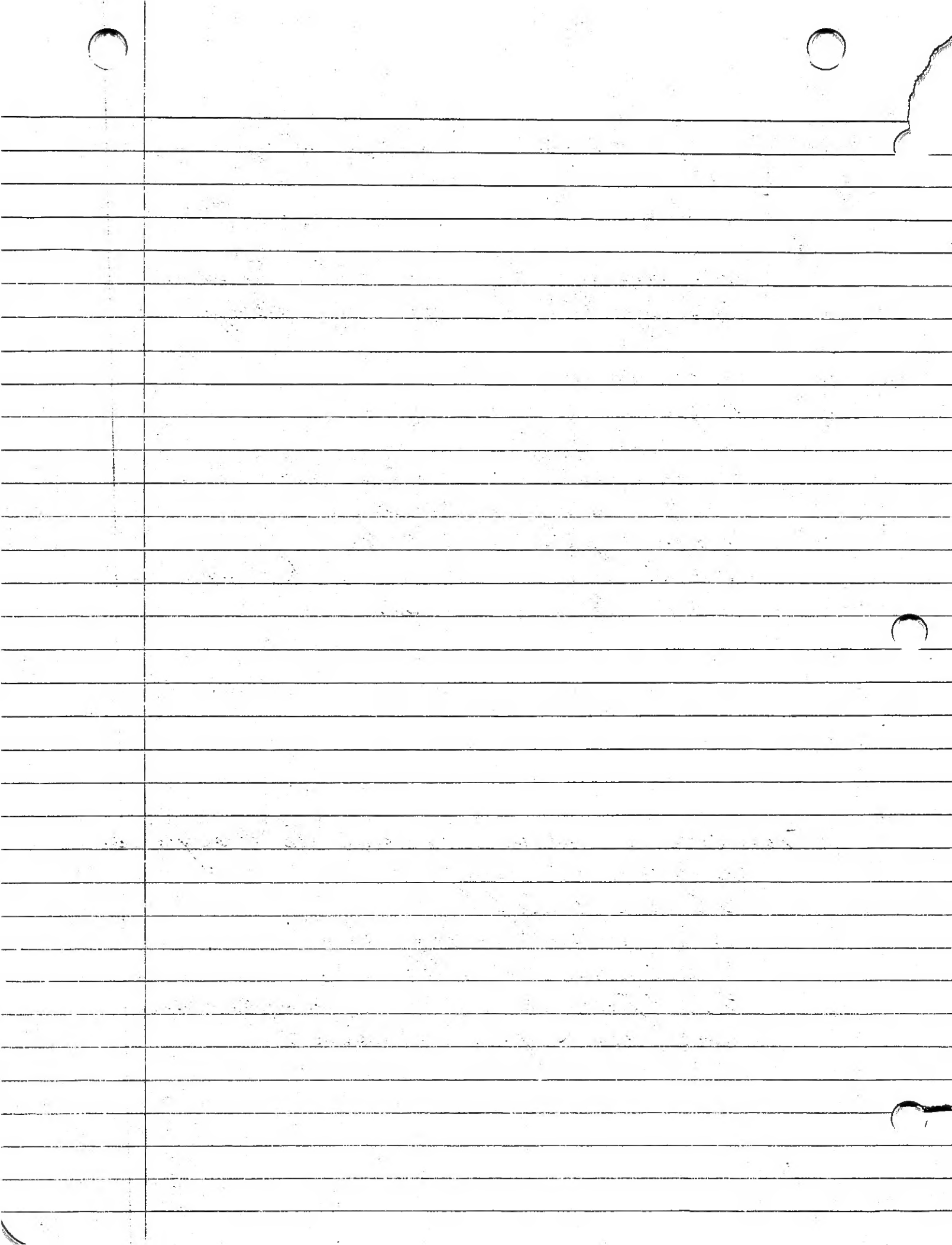
35 in Calif -

618 from Fairgrounds

3 engines at Stockton

350 Ton one from Cheyenne -

One cars from mine.





STATE OF UTAH  
OFFICE OF THE GOVERNOR  
SALT LAKE CITY

CALVIN L. RAMPTON  
GOVERNOR

October 19, 1970

Lowe Ashton  
Wasatch Chamber of Commerce,  
Save the Heber Creeper Committee  
Heber City, Utah 84032

Dear Lowe;

Thank you for your warm letter regarding the Provo Canyon Railroad Project. I do hope you are successful in this pursuit.

I have asked Bill Bruhn to work closely with you. I know you will call on him if assistance is required. Good luck to you on the venture.

Governor

Engine  
house

Turner's  
Future Bldg  
for Summer Mt.

Mdse

Groc

Ice  
Cream

Sandwiches

15' Brick walkway

Lawn

Brick

Walkway

Access  
Road

Display Track

Gas  
Station

Dock

RR Station

Lawn

Lawn

Yard  
Master  
House

Shed

Coal  
Bin  
Coal  
Loading  
Ramp

Coal  
Bin

Sand  
Bin

South Side  
Quarry

Lava  
Dyke

R. Raymond Green, M. D.

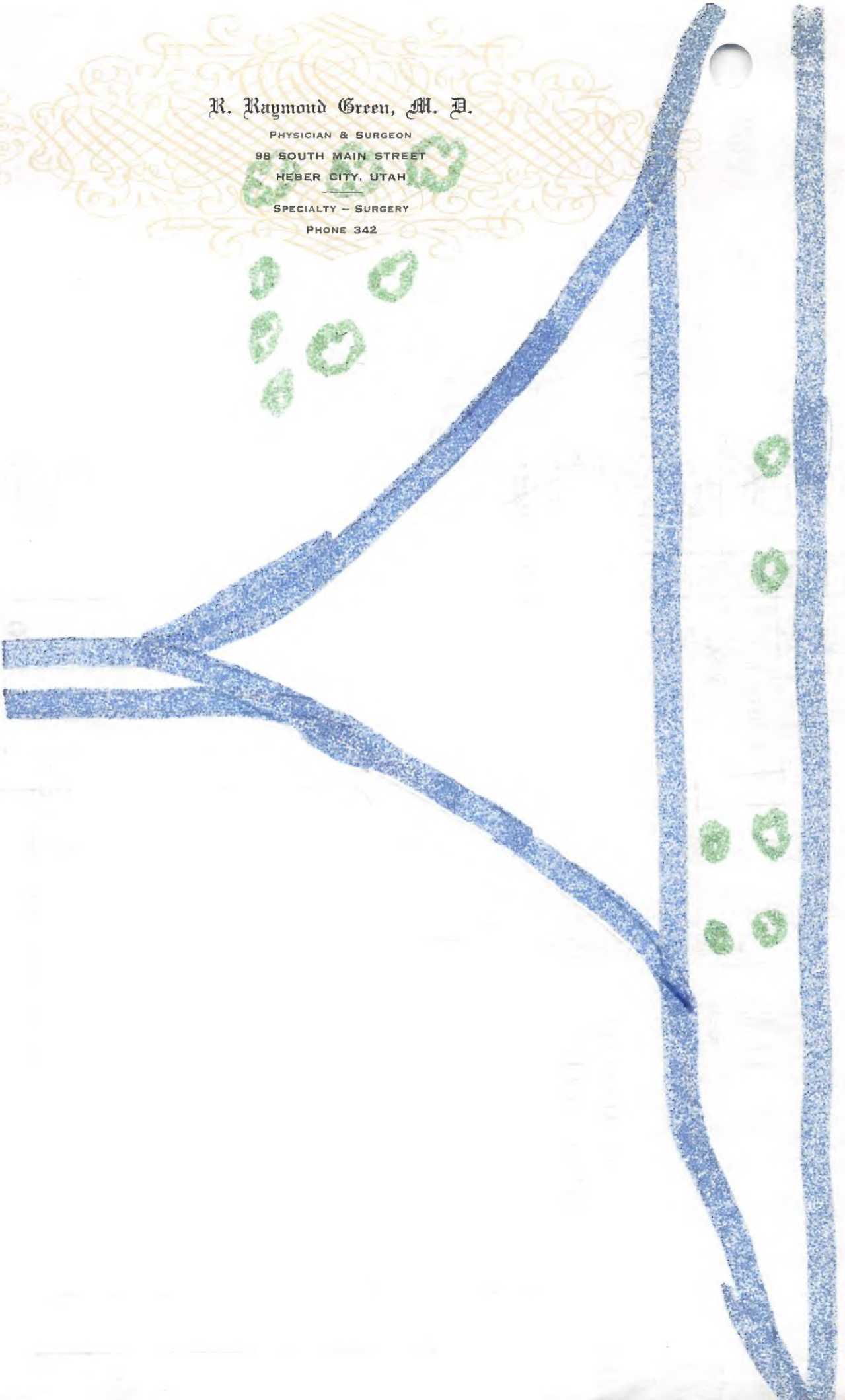
PHYSICIAN & SURGEON

98 SOUTH MAIN STREET

HEBER CITY, UTAH

SPECIALTY - SURGERY

PHONE 342



# Money Put into Wasatch Mt. R.R.

Original Stock Subscriptions  
Cost of land (Lowe Ashton)

110964<sup>00</sup>

Additional Stock allowed  
J. W. Sweeney (RR purchase of ties)  
Lowe Ashton Salaries &

" "

Loan Rec'd from SBA & Jones Oct 31 1978  
Still owe 152,066.63

165000<sup>00</sup>

Income from 1st 1/2 yr opera.

Income from 2nd year

Income from 3rd year

[illegible]

R. RAYMOND GREEN, M. D.  
98 SOUTH MAIN  
HEBER CITY, UTAH

OFFICE HOURS:  
10 A.M. - 12 NOON AND 2-5 P.M.

TELEPHONE:  
654-0672

10-12-70 INSTRUCTIONS to 10-14-70

Do Today on R.R.

✓ Get letter from Leon Ritchie  
by Lowe Ashton

✓ List all financial  
possibilities 10-12-70

~~See Gordon Mendenhall~~

✓ See Lowe Ashton } Tel  
Re finance

3 Get Jerry Young  
to write follow up  
on scenic R.R.  
3 Progress in Provo  
canyon  
3-

U. S. DEPARTMENT OF AGRICULTURE  
BUREAU OF PLANT INDUSTRY  
WASHINGTON, D. C.

STATIONER  
J. S. G.

RECEIVED  
MAY 2 1911

STATIONER J. S. G. MAY 2 1911

STATIONER J. S. G.



12 Oct 1970

Place Heber R.R. Station

Project: To take Ed Jones, wife & any others  
from Robert Redford Group on Ride down  
to Bridal Veil Falls

Who went:

RR Green

Lowe Ashton

Ed Mc Laughlin

Jim Berry

Gordon Wheeler

Ed Jones

Susan Jones

1942-1943

1943-1944

1944-1945

# STANDARD'S EXAMINER

By Murray M. Moler  
Associate Editor  
The Standard-Examiner

McKay-Dee Hospital patient:  
"Will I know anything when I  
come out of the ether?"

Nurse: "That's expecting an  
awful lot of the anaesthetic!"

★ ★ ★

Touring the world with the  
U.S. Navy, Ogdenite Donald M.  
McKelvie, son of Mr. and Mrs.  
Donald W. McKelvie, paused in  
Japan long enough to purchase  
gifts for family members at  
home.

When his brother, Alan, 19,  
received a long-awaited stereo  
set he was helped by another  
brother, Richard, 13, in the ex-  
cited unpacking.

Richard picked up a news-  
paper-wrapped, soft, squishy ob-  
ject and held it up.

"Wonder if that's a mouse?"  
Alan doubted it. But he un-  
wrapped it gently.

It was not a mouse.

It was a partly-eaten tuna  
fish sandwich—in a hot dog-type  
bun—that had been left in the  
stereo box by the electronics  
factory packer in faraway Nip-  
pon.

★ ★ ★

Middle-aged Ogden wolf:  
"Where have you been all my  
life?"

Slick chick: "Well for the first  
half of it, I wasn't born."

★ ★ ★

Had a real thrill a weekend  
ago, tootin' up Provo Canyon on  
a temporary version of the He-  
ber Creeper.

The regulation-gauge tracks  
up the canyon, from Provo to  
Heber City, were abandoned  
many months ago by the Den-  
ver & Rio Grande Western  
Railroad. The Utah Highway  
Department bought the right-of-  
way for road improvement and  
planned to junk the tracks and  
ties.

That's when the Wasatch Rail-  
way Museum and Foundation,  
Inc., got busy.

Members appealed to high-  
way officials and Gov. Calvin  
L. Rampton not to pull the  
tracks out, since the right-of-  
way wouldn't be needed in any  
portion of the canyon for  
months. Most of the way it  
won't ever be used for highway,  
but was to be retained as a fish-  
ing trail.

The governor, Highway Di-  
rector Henry Helland and their  
colleagues cooperated. They

gave the "Save the Heber  
Creeper" gang until next April,  
at least, to prove the feasibility  
of keeping the line going for  
tourists.

Eventually, if it works out, it  
may be extended to Wasatch  
Mountain State Park and on to  
Park City, where it could join  
the Union Pacific tracks that  
lead to Ogden by way of Coal-  
ville, Echo and Morgan.

As soon as the state granted  
its permission, the railway  
fans got busy. They own a wide  
variety of rolling stock, stored  
throughout the West. They're  
starting to move it this way, by  
way of refitting yards. Most of  
it won't be in operation until  
spring, including their five vin-  
tage, steam-powered, smoke-  
puffing locomotives.

★ ★ ★

Meantime, there is the right-  
of-way to clear off accumulated  
underbrush and rocks. So Wa-  
satch members have been  
spending their weekends and  
spare evenings as volunteer  
track gangs.

Trustee Ed McLaughlin Jr.,  
member of the city-county plan-  
ning staff in Ogden, and Jim  
Berry, executive director of  
Golden Spike Empire, Inc., met  
us at Bridal Veil Falls. They  
and their buddies were rolling  
boulders off the track just be-  
low the falls.

"I'll go get Ed and the en-  
gine," Jim said, hoofing off  
down the rails.

In a few minutes there came  
the clanging of a bell and the  
toot of an air-horn, so deep-  
throated that it sounded almost  
like a steam whistle of the good  
old days.

It was a Davenport gasoline-  
powered switch engine, a little  
thing weighing around six tons.  
It was facing down-canyon.  
Backing, it was pushing a pair  
of section cars scrounged by the  
rail club from around the area.  
One used to be on the old Bam-  
berger.

"Would you like to drive?"  
Ed asked. We sure would. Jim  
and another passenger got on  
one of the little cars and away

we went. We must admit we got  
dirty looks from some of the  
fishermen as we whistled—per-  
haps too long and too loud—at  
spots where pedestrians, know-  
ing the line was abandoned,  
might step out of the willows.

At one point we had to stop  
and put more water in. Backing,  
the engine wasn't cooling prop-  
erly and an old hose had sprung  
a leak.

We made it up the canyon to  
Deer Creek Reservoir. There,  
just past the dam, was a siding  
sign proclaiming we were in  
Wallsburg. Never heard of it!  
Population: Zero. But, as the  
Heber Creeper starts running  
next spring and carrying pas-  
sengers, it could get back on  
the map.

The attraction of a passenger  
trail was proven by the waves  
we got from drivers and other  
occupants of cars and trucks on  
the adjacent highway. Everyone  
looked up and grinned when we  
responded with a "toot on the  
horn."

Dennis Spendlove of Ogden,  
another member of the outfit,  
gave us a ride back to our own  
car from a mid-canyon crossing  
as Ed and Jim tried to cure the  
engine's overheating.

They have a lot of work yet  
to do.

But, we're sure, they'll have  
a lot of fun in the process.

And, if the Heber Creeper is  
a success, maybe, just maybe,  
there'll come a day when the  
Wasatch Railway Museum and  
Foundation, Inc., working with  
the Promontory Chapter of the  
National Railway Historical So-  
ciety, can help us restore the  
old line from Corinne to the  
Golden Spike site at Promon-  
tory.

That, too, would be a thrill.

★ ★ ★

A couple more items from our  
favorite "minigag" source, the  
United Transportation Union's  
weekly bulletin:

Small Boy—"Mommy, what  
happens to automobiles when  
they get too old to run?"

Mother—"They sell 'em to  
your daddy."

And then there's the minister  
at the hippie wedding who had  
to say, "Whichever of you is  
the groom may kiss the bride."

Tuesday, October 13, 1970  
*Provo Herald*

## Tell Me Why

# When Were Museums Started?

Win The New Book of Knowledge (20 volumes). Send your questions, name, age, address to "Tell Me Why!" care of this paper. Include Zip Code. In case of duplicate questions, the author will decide the winner. Today's winner is: Randy Hensley, 8, Fort Wayne, Ind.

Museums are places where collections of objects are preserved and displayed. The objects may be anything found in nature or made by man. There are museums devoted to art, science, history, industry, and technology.

The word "museum" comes from the Greek word "mouseion", meaning "temple of the Muses". The Muses were goddesses of the arts. One of the first institutions to be called a mouseion was founded in

Alexandria, Egypt, in the 3rd century B.C.

The aim of the Museum of Alexandria, as it was known, was to collect information from everywhere that could be of interest to scholars. Scholars lived and did their research there. As the New Book of Knowledge tells us, the museum displayed a collection of objects of art and curiosities that included statues, instruments used in astronomy and surgery, elephant tusks, and hides of unusual animals.

There were many collections that might be called museums between that time and the 19th century, but they belonged to princes and noble families and were not established for the benefit of the people. Even the British Museum, which was founded in the middle of the 18th century, admitted few people.

It took the French Revolution to open the doors of French museums to everyone. In 1793, during the Revolution, the Republican Government made the Louvre in Paris a national museum.

In the 19th century, for the first time, buildings were specially designed as museums. One of the first buildings in Europe planned as a museum was the Altes Museum in Berlin, Germany. It was constructed in 1830.

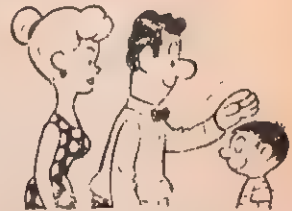
### FUN TIME The Riddle Box

1. Why do we have to go to the moon? 2. Why don't hens have teeth? 3. Why is the Empire State Building so interesting?

#### ANSWERS

1. Because the moon won't come to us. 2. Because they can't afford toothpaste. 3. Because it has so many stories in it.

#### THE PUZZLE BOX



"I'm very fond of my nephew," said Bill to his sister. "I wish I had a nephew," said his sister. How could Bill have a nephew and his sister didn't? See tomorrow's paper for the answer.

Answer to yesterday's Word Puzzle: Snow, Show, Shop, Ship, Chip.

Win The New Book of Knowledge Yearbook. Send your riddles, jokes, to: "Riddles, Jokes; Tell Me Why!" Give Zip Code. Today's winner is: Yvette Reynolds, 13, Jamaica, West Indies.

Sack }  
Sun } 10-17-70  
Mon } 18  
19

Work on  
Karl track  
just a  
few yds

Donnie  
Chick

~~Donnie~~  
Chick

1-18-70

Plastic tractor

Refill	1	2	3	4	PRN
--------	---	---	---	---	-----

Dr. \_\_\_\_\_

21 yellow tablets, each contains  
 ferrous sulfate, 325 mg,  
 ethyl loasine, 0.05 mg

**NORSTRIN<sup>®</sup>**

**Fe**

**1 mg**

each contains  
 150 mg U.S.P.  
 75 mg

Wildwood to Heber  
vs. Provo to Heber

concessionaires want shorter trip.  
Get Robert Redford to come to  
pressure for Provo end

Ed McLaughlin

654

18-12-70

10/11/70



# The Daily Herald

Dedicated to the Progress And  
Growth of Central Utah

Page 14—THE HERALD, Provo, Utah

Monday, October 19, 1970

## If It's Difficult, Don't Try!

Perhaps the nation's worst malaise in this era of permissiveness is the growing willingness to surrender to any problem difficult to solve. Old copybook maxims that stood previous generations in good stead—such as, "If at first you don't succeed, try again" are written off as square.

It is difficult to wind down a war and to extricate a half million Americans while preserving the integrity of Free Vietnam. So, some Senators who supported the Americans going there in the first place, urge that we cut and run, in effect, surrender.

President Nixon has kept his goals of peace with honor and American withdrawal from a free Vietnam but no surrender to the invading Communists. And the number of Americans over there has been reduced substantially and withdrawal is going forward steadily.

It is difficult to enforce the laws governing the use of marijuana and

other drugs. So many voices of users and condoners call for easing legal restrictions, especially for the use of pot.

Pornography is another problem difficult to control. So a study commission recommends that we eliminate the problem by saying it doesn't exist and repealing laws which restrict the sale of pornography to consenting adults.

This was too much for Senator John L. McClellan, the doughty Arkansas crime fighter and, thanks to his efforts, the Senate approved a resolution rejecting the commission's report by a vote of 60 to 5. The Administration already had declined to accept the report.

The five who voted against it aren't up for re-election. They include three Democrats, McGovern, Mondale and Young of Ohio, who is retiring, and two Republicans, Case and Javits.

McClellan said the commission wanted to "substitute hedonism for morality," and a cursory glance at current film fare, books and magazines, and stage shows confirms his view.

Senator Gordon Allott of Colorado applied the epithet of "marshmallow-headed thinking" to the commission. It could be applied as

Editorial Page F

## UN, for

By PHIL NEWSOM  
UPI Foreign News Analyst

"We, the peoples of the United Nations

"Determined to save succeeding generations from the scourge of war which twice our lifetime has brought upon sorrow to mankind, and

"To reaffirm faith . . ."

—Opening words of the United Nations Charter, effective Oct. 15, 1945.

## General 'Grunt' Speaks Out

Enlisted men call him the "Four-

# All Its Failures, Is Symbol of Hope

The United Nations:  
Born: San Francisco, June 28,  
1945.

Principal organs: General  
Assembly, Security Council,  
Economic and Social Council,  
Trusteeship Council, Interna-  
tional Court of Justice, and the  
Secretariat headed by Secreta-  
ry General U Thant.

Budget: \$193,000,000 (pro-  
posed for 1971).

Membership: 127 nations,

including Fiji admitted on Oct.  
13, 1970.

It has been called the voice of  
the world's conscience.

## Many Ideas

Its glass-encased skyscraper  
headquarters sitting like an  
upended matchbox on the banks  
of New York's East River has  
been likened to a beehive,  
buzzing with ideas but its  
inhabitants lacking both the will  
and the ability to put them into  
effect.

It is man's hope for  
perfection in his dealings with  
his fellow-men. It is as  
President Dwight D. Eisenhow-  
er described it on Sept. 23,  
1953:

"With all its defects, with all  
the failures that we can check  
up against it, (the UN) still  
represents man's best orga-  
nized hope to substitute the  
conference table for the battle-  
field."

As crisis has succeeded  
crisis, the UN frequently has  
labored under difficulties which  
its founders did not foresee.

Its 25th anniversary is  
something like the UN itself,  
Soviet Premier Alexei Kosygin  
will not attend. President Nixon  
will give it one day. All but  
ignored by the superpowers, the  
anniversary celebration will be  
something less than hoped, but  
hope nonetheless remains.

That Ain't Bunting



## Bruce Biossat

### Taft's Good Bet But Not a Cinch



Rep. Robert Taft Jr. looks to be in a strong position to  
pick up a U.S. Senate seat for the Republicans in Ohio un-  
less a Democratic tide develops in the governorship race  
and engulfs him.

His opponent, wealthy businessman Howard Metzen-  
baum, who knocked off ex-astronaut John Glenn in the  
Democratic primary last May, is a stiff challenger but has  
been running three points or so behind Taft in most poll  
tests.

Metzenbaum's chief tactic is to try to link Taft with  
slackened economic conditions, which he in turn lays at  
President Nixon's door. But Ohio's unemployment rate has  
been below the national average, and though it surely will  
rise with a long General Motors strike (the company has  
40,000 workers in the state), there is as yet no convincing  
evidence this will damage Taft.

Taft's answer to Metzenbaum on the economy is that un-  
employment generally is around the level it was during  
most of the Kennedy-Johnson years—until the "wartime  
boom" touched off by LBJ's large entry into the South  
Vietnam war brought the jobless rate way down.

Few analysts in the state imagine Taft can be directly  
hurt, either, by the so-called Republican loan scandal which

R. RAYMOND-GREEN, M. D.

98 SO. MAIN ST.

SURGERY • SPECIALTY

HEBER, UTAH

10-18-70 Sam

Travel out

RR above den

✓ Ed Stockington

✓ Dennis Spauldon

✓ Chic Nielsen

✓ Harold Wheeler

Leon Ritchie

4 tractors

SAVING THE HINDS: ACHIEVING THE GOAL:

Oct. 22, 1971:

Independence of operation with 3,200 ft. of the river bridge:

had been contacted the Irving Trust and Trust Co. (NY) New York, to see  
could help us determine the feasibility of this plan from a private  
standpoint.

Their reaction was, and apparently the person we were  
very aware of them, particularly the person who was the one, that we  
have a hell of a time getting public money in the market on this type of  
venture on a stock issue. The response would be prohibitive at this time.  
Also their experience with Private type stock markets indicated that  
they require to earn much more, if they can get it, that they are constantly  
fighting with State and Federal agencies on all private business matters.  
The more successful they become, the more control they have over the  
State and/or Federal Government and the more they will resist any  
ever passes to assist this issue (element: imagine what this would do  
at the highway-charleston road crossing, also the one over the new River Canyon  
from some time in the future, we would be forced to respond to their demands)  
In a recent meeting, primarily about the highway, the person who was at  
this time and the tremendous difficulties in obtaining the use of their  
own right of ways, was that we could  
possibly non-profit on the operation, using our own time as long as  
possible.

had then brought in the new plan: TRUST IF NOT, THEN A STATE -  
last legislature to allow public ownership of the bus systems in Salt Lake,  
but designed to prevent it from becoming a political football. If this law  
were designed correctly and could be accepted by the people, and we could  
convince the State Bar, the Inspector and the State and County to create  
own TRUST FUND, even have State Bar people, County People, and  
some local businessmen to actually run it, you might be able to have a profit  
making governmental owned operation. As he said "how you run and a

We could then issue County General Obligation Bonds to finance it, or  
pay it with Railroads Revenue, which is a lot of money. Airport Authority  
also it. He was concerned about the fact that they are  
so much cheaper.

A comment that we should be able to get the State Bar, County People, and  
some local businessmen to actually run it, you might be able to have a profit  
making governmental owned operation. As he said "how you run and a

In this way, it is a very good idea to have a profit making operation on the part  
of a public body.

he said that his own was not running a profit but he felt we could do it  
but this method better we do the profit making operation.



Mr. Lowe Ashton  
Ashton Oil and Transportation Co.  
PO Box 69  
Heber City, Utah 84032





JAMES G. BERRY  
Executive Director

October 12, 1970

Mr. Lewis Ashton  
Ashton Oil and Transportation Co.  
PO Box 62  
Heber City, Utah 84032

Dear Mr. Ashton:

I thought I would send you the following information for the formulation of Mountainland based on our experiences in setting up the Golden Spike Empire. I hope it will be some help to you.

I believe there are two priority items which should be taken care of as as possible....room tax and a board of directors.

Our room tax generates approximately \$26,000 a year. I suspect a similar 1 1/2% transient room tax in your area would generate \$30,000 to \$35,000 a year. This tax income, which is paid by tourists and not residents, is a dependable source of income, can serve as your basic financial support, and will grow as tourism grows in your area. In addition to a room tax, we have received appropriations from our cities and counties plus a matching funds commitment from the Utah Travel Council.

The process of passing a room tax is a time consuming and complicated one. First, the county commissioners must agree that such a tax is warranted and is in the best interests of the county. Second, the commissioners must agree that all transient room tax revenue will be transferred by contract to the Mountainlands organization. Third, a public hearing must be scheduled in order that local businessmen and residents might air their views, and fourth, the tax should be passed in all counties. I feel that we were very lucky in that we received 100% support from all twelve county commissioners and had very little public protest. I am inclined to believe that your tax could be passed as easily as ours was.



**MOUNTAIN FUEL SUPPLY COMPANY**

180 EAST FIRST SOUTH • P.O. BOX 4368 • SALT LAKE CITY, UTAH 84111 • PHONE 328-6315

B. Z. JACOBSON  
FINANCIAL VICE PRESIDENT  
AND TREASURER

October 22, 1970

Mr. Lowe Ashton  
Ashton Oil Company  
Heber, Utah

Dear Lowe:

My New York contact advises that they have checked and find neither a credit rating or any information on Consolidated Research Corporation. They do find that the President of Roaring Camp, Inc., F. Norman Clark, is well regarded, knowledgeable and reputable. However, Roaring Camp started with paid in capital of around \$750,000 and, due to losses, this amount has been reduced to \$500,000. Mr. Clark is considered by some as being "too enthusiastic."

Two articles have treated the subject of scenic or excursion railroads, both having characteristics somewhat similar to the Heber Creeper. These are being sent me and I'll forward them on. One is in the July 25, 1970 issue of Business Week and is entitled "What Hope for the New Hope." The story covers the New Hope and Ivy Land Excursion train which, similar to your Creeper plan, operates over an abandoned portion of the Reading Railroad. They even had the advantage of selling off part of the right of way they acquired for \$190,000, but have been unable, from the start, to pay either principal or interest on loans of \$176,000.

The other article in the travel section of the October 11, 1970 New York Times discusses the Warehouse Point, Connecticut Railroad which, again similar to your venture, was started in connection with a Trolley museum.



Oct. 23, 1970

Mr. Henry C. Holland, Director,  
Utah State Department of Highways,  
State Office Bldg.  
Salt Lake City, Utah

Dear Mr. Holland,

Our Chamber has reminded us that to this date we have not received a copy of your Department's commitment to us concerning the use of the railroad right-of-way and trackage between Mildred and Haver City for a scenic steam railroad.

At the closing of the commission meeting we ask your department for a copy of this resolution and it was promised as soon as it was drafted.

Also, we wrote Mr. Lovelass a letter several weeks ago concerning the old storage tanks owned by the Highway Department located on land that I personally bought from the B. & N. O. M. Railroad Co. Your department had expressed the intent to me by letter to remove them as they are not used any longer inasmuch as this method of receiving and storing road oil is obsolete. We then ask permission to have them inasmuch as it is approximately the same type of storage needed for the steam locomotives we intend to use. We would appreciate your department's reaction to this request so that we can examine them to see if they might fill our needs.

In closing, may I take a moment to personally congratulate your department on the fine engineering job that was done on the new section of Highway 40 from the bridge over Starvation Reservoir to the Tabiona junction. Yesterday was my first trip to Vernal in some time, and the new road itself, the scenic turnouts, and particularly the removal of the old road bed, and the preparation of the cuts and fills and shoulders of this strip of Highway are the best I have ever seen. I think you have done a darn fine job and are to be commended.

Very truly yours,

Save the Haver Creeper Committee

Lois Ashton, Chairman.

C.C. Fran Felch

R. RAYMOND GREEN, M. D.

98 SO. MAIN ST.

SURGERY - SPECIALTY

HEBER, UTAH

10-23-20

I wrote McMillan  
Co for list  
of all Rail  
Road Books

APB  
T. Brown & Co.

---

Sat 24 Oct 1970

Where: Hub Cafe

Who: Gordon Mendenhall, Lowe Ashton,  
Harry McMillan, Ed. M. McLaughlin,  
Pres. J. H. Call, R. Raymond Green  
Jay Rodney Edwards, Leon Ritchie

Done: Discussion as to what financial  
step to take to get this off the ground  
Private vs. Public, and Temporary vs.  
Permanent.

We need blessing of City, County, &  
Chamber. Heber Light & Power (Harry McMillan)  
will loan \$5000 soon. Leon, Lowe, Dr. G \$1000 ea.

Final Decision:

Motion by Gordon Mendenhall to establish  
an Executive Committee of: Dr. R. R. Green  
Leon Ritchie, Lowe Ashton and Edward  
M. McLaughlin. Motion 2<sup>nd</sup>ed by J. H. Call.  
Voting unanimous.

First thing: Lowe Ashton hired  
Ed. M. McLaughlin full time Executive  
Secretary and hired J. H. Call to draw up  
draft of Articles of incorporation.

All members of Chamber of Commerce  
to be given 1<sup>st</sup> Chance to form an  
organization. Next Meeting next Tues.

Ed. M. McLaughlin went to Sundance.

Jay Rodney Edwards went down to dam to  
bring back Switch Engine Rain & Snow!

25 Oct 1970

2:30 AM. Dr Green copied all letters & Notes of Lowe Ashton & placed in date sequence in Heber Creeper Log Book.

4:00 AM. Went thru whole log & picked out names of interested people who could help finance this venture till State Park Concessioners could take it over.

Also Dr. G. Began to outline subsections of this Book -

Financially Responsible People

Promotion Ideas

List of New Projects

Technical Problems of Track Mtce. & Repair

Engine and Rail car technology

Government Agencies to help us

Stock Issue Ideas

Future Development Plans

Ledger of Pledged monies

It seems urgent that someone from the Museum Group attend the 31 Oct & 1 Nov '70 Meeting in Lancaster Pennsylvania - Workshop on Steam Train Recreation Operations

## List of NOW Projects:

10-25-70:

1. Clean out old R.R. Station
  2. Save all old Documents
  3. Get History of Provo Canyon Going <sup>Jerry Springer</sup>
  4. Get Denver & Rio Grande RR History of Heber Creeper Route.
  5. Inspect all track w/ Dean Bates & Museum Folks.
  6. Write all interested people for investment possibilities.
  7. Get all Equipment into Heber Valley
  8. Meet ALL Museum Parties and get em all into the act.
  9. Write Unidyne thank you for proposal.
  10. Write Edwin E Lovelace State Highway Dept. District 6 Engineer, to open Nunn's R.R. for transfer of Rail cars on such & such date.
  11. Get our Placards back from Unidyne
  12. Get Robert Redford to film scenes as we go -
  13. Explore insurance needs now
  14. Get ICC Approval.
  15. Work out Lease arrangements w/ Museum.
  16. Get Provo pressure Group going to save The RR to Heber from Provo
- UVIDA, Jerry M Young, Unidyne, Kay Mendenhall, (save Provo River Assn.) ~~Wayne Winters~~, B.E. (Bye) Jensen, Chamber of Commerce, Lillian Hayes, Jim Jensen, LeRoy Johnson

1. The first part of the paper discusses the importance of understanding the underlying mechanisms of the observed phenomena. This is followed by a detailed analysis of the data, which shows a clear trend towards the expected results. The authors conclude that the findings are consistent with the theoretical model proposed at the beginning of the paper.

2. In the second part, the authors explore the implications of these findings for future research. They suggest that further studies should focus on the role of the variables identified in the current study. Additionally, they propose a new experimental design to test the robustness of the results. The paper ends with a summary of the key points and a list of references.

3. The third part of the paper provides a comprehensive overview of the current state of the field. It highlights the progress made in the last few years and identifies the remaining challenges. The authors also discuss the potential applications of the research and the need for interdisciplinary collaboration. Finally, they offer some suggestions for how the field can move forward in a productive and innovative way.

### Now Projects contd

17. Meet  $\approx$  Mountain Lands Men & show our place in their Plans
18. Make initial contacts  $\approx$  film makers for future filming.
19. Release another Provo Herald Progress Report that track is ready to Nunn's Crossing.
20. Get Provo Chamber of Commerce to Ride our train.
21. Establish time table to get things done.
22. Get maps for development of Jordanelle from Bureau of Reclamation in Provo - contact Cecil Barjason.

# New Projects and

17. Meet 5 Mountain Bands New & Old

one place in their plans

18. After initial contacts to the workers

for future planning.

19. Release creation from these papers

Report that work is being to

them because

20. Get from children of community to

find out what

21. Release the title in the

22. Release the title in the

23. Release the title in the

24. Release the title in the



JAMES G. BERRY  
Executive Director

October 22, 1970

Mr. Lowe Ashton  
Ashton Oil and Transportation Co.  
PO Box 69  
Heber City, Utah 84032

Dear Mr. Ashton:

I thought I would send you the following information for the formulation of Mountainland based on our experiences in setting up the Golden Spike Empire. I hope it will be some help to you.

I believe there are two priority items which should be taken care of as soon as possible... room tax and a board of directors.

Our room tax generates approximately \$26,000 a year. I suspect a similar 1 1/2% transient room tax in your area would generate \$30,000 to \$35,000 a year. This tax income, which is paid by tourists and not residents, is a dependable source of income, can serve as your basic financial support, and will grow as tourism grows in your area. In addition to our room tax, we have received appropriations from our cities and counties plus a matching funds commitment from the Utah Travel Council.

The process of passing a room tax is a time consuming and complicated one. First, the county commissioners must agree that such a tax is warranted and is in the best interests of the county. Second, the commissioners must agree that all transient room tax revenue will be transferred by contract to the Mountainlands organization. Third, a public hearing must be scheduled in order that local businessmen and residents might air their views, and fourth, the tax should be passed in all counties. I feel that we were very lucky in that we received 100% support from all twelve county commissioners and had very little public protest. I am inclined to believe that your tax could be passed as easily as ours was.

GOLDEN SPIKE EMPIRE, INC. BOARD MEMBERS  
March 13, 1970

PRESIDENT

Mayor Olof E. Zundel  
Zundel's Clothing  
74 South Main  
Brigham City, Utah 84302

VICE-PRESIDENT

Mayor Bart Wolthuis  
695 13 Street  
Ogden, Utah 84404

SECRETARY-TREASURER

Dr. James Douglas  
1340 30th Street  
Ogden, Utah 84401

MEMBERS

Commissioner Donald Chase  
Box Elder County Court House  
Brigham City, Utah 84302

Mayor Roy Maxwell  
Morgan City and County Bldg.  
Morgan, Utah 84050

Commissioner Lincoln Jensen  
Morgan County Commission  
Morgan City and County Bldg.  
Morgan, Utah 84050

Commissioner Glen Flint  
Davis County Commission  
Davis County Court House  
Farmington, Utah 84025

Mayor Morris Swapp  
101 West 1400 South  
Bountiful, Utah 84010

Mr. Earl King  
Davis County Industrial Commission  
Davis County Court House  
Farmington, Utah 84025

MEMBERS (CONT.)

Mayor Gail Sanders  
1255 West 4600 South  
Ogden, Utah 84403

Mr. Larry Koonin  
Manager Ramada Inn  
2433 Adams  
Ogden, Utah 84401

Commission Chairman Albert Bott  
Weber County Commission  
Municipal Building  
Ogden, Utah 84402

EX-OFFICIO MEMBERS

Mr. Mark Darney  
Greater Ogden Chamber of Commerce  
Ben Lomond Hotel  
Ogden, Utah 84401

Mr. Nathan H. Mazer  
Weber County Industrial Commission  
Ramada Inn  
Ogden, Utah 84401

Mr. Murray M. Moler  
Ogden Standard Examiner  
Ogden, Utah 84401

Mr. Jack Richards  
Municipal Building  
Ogden, Utah 84401

Mr. Frank Coppin  
Brigham City Chamber of Commerce  
Brigham City, Utah 84302